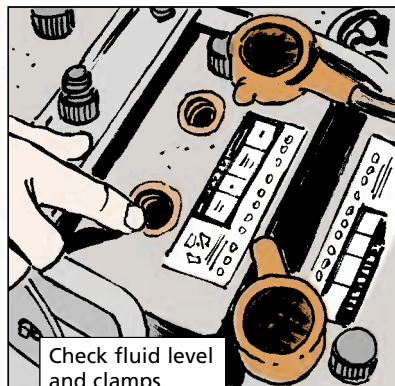


# SMOKE WITH THIS PM

Smoking your M56 smoke generator is much easier if you light up with PM.

## PMCS

**Batteries**--The PMCS in TM 3-1040-282-10 doesn't mention the HMMWV batteries, but that doesn't mean you can forget them. If the vehicle batteries are dead, so is your ability to blow smoke.



Check fluid level and clamps

At least monthly, check the electrolyte level in all battery cells. Feel clamps for looseness. Look for corrosion around terminals. Tell your mechanic if you spot problems you can't fix.

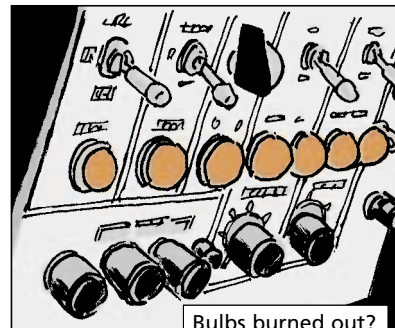
**Control panel cables**--If any of the three cables are loose, the control panel has trouble controlling smoking, plus the cable pins are more likely to get bent if something hits the cable. Just feel the cables for looseness and hand tighten any loose ones.

**Control panel knobs**--If the knobs are loose, they can pop off and then you can't adjust things. So feel the knobs for looseness. If any are loose, tighten them with the socket head screwdriver that's part of your tool kit.



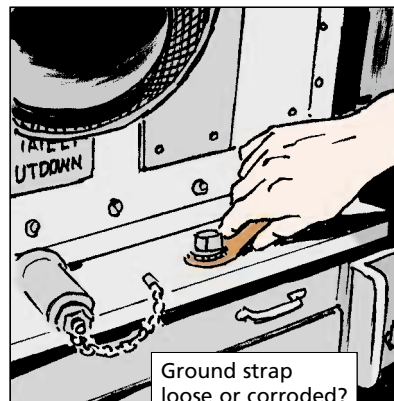
Tighten knobs with socket head screwdriver

**Control panel lamps**--If any of the lamp bulbs are burned out, you've lost your warning and indicator lamps. That could be dangerous to you and the M56. So simply hit the LAMP TEST button. If any lamps don't light, replace them with the on-board spares, following the procedure in Para 3-7 in TM 3-1040-282-10. If lamps still don't light, tell your repairman.



Bulbs burned out?

**Ground strap**--If the ground strap is loose or corroded, you could have an electrical hazard, plus the system won't run right. Tighten a loose ground strap with your adjustable wrench. Your repairman can rub out corrosion with a mixture of baking soda and water and a wire brush.



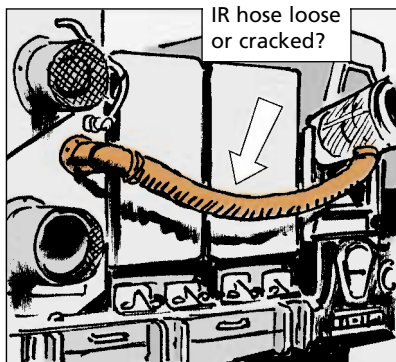
Ground strap loose or corroded?

**Fog oil tanks**--The plastic tanks can spring leaks and make an oily mess. Oil in the channel between the tanks means at least one tank is leaking. Tell your repairman.



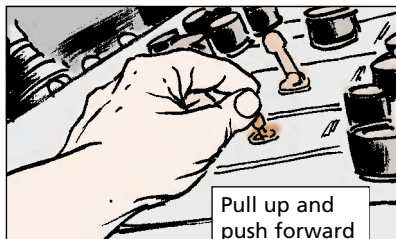
Oil in channel?

**IR bleed air hose**--If the hose is cracked or loose, the M56 can't put out much IR (infrared) smoke. So feel both ends of the hose for looseness and eyeball the length of the hose for cracks or bulges. Fix a loose hose by repositioning and tightening the hose clamp. Tell your repairman about a cracked or bulging hose.



### Toggle Switches

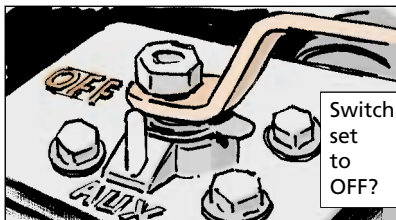
It's pull up and push forward when you turn on the toggle switches on the control panel. If you forget to first pull up, you can bend or break the switch. Try to keep things like helmets and packs away from the control panel. They can break the switches. Keep a box over the control panel when you're not operating to protect the switches.



### Shutdown

At shutdown, make absolutely sure the visual obscurant three-way valve, which acts as the fog oil ON/OFF switch, is set to OFF.

Otherwise, fog oil drips out of the dispersion cone (turbine exhaust) or collects in the turbine combustor section, causing false starts and fuel to collect in the section. If you **do** ever forget to set the switch to OFF and you **do** find oil has dripped out of the cone or collected in the section, your repairman needs to



clean the visual obscurant check valve and drain the turbine combustor section. Both procedures are in Para 2-12 in TM 3-1040-282-20.

Wait at least 15 minutes after shutdown before putting a tarp or the storage and transit cover on your M56. Otherwise, the hot dispersion cone burns a hole in the tarp. To make sure the cone has cooled, hold your hand over the cone without touching it. If you still feel heat, wait longer for it to cool.

